

Chapter

4

Section 1:

Fiscally Constrained Plan

The 2050 RTP is a fiscally constrained plan, which means the total estimated cost of operating, maintaining, and improving the transportation system does not exceed the forecasted revenue over the horizon of the Plan. The estimated costs for operating and maintaining the transportation system were developed by extrapolating current operations and maintenance costs. The cost of improving the system is based on the roadway, transit, and active transportation project costs identified by member communities and in local plans. The forecasted revenue represents the amount of public and private funding for transportation that is reasonably anticipated from 2024 through 2050.

The Fiscally Constrained Plan was cooperatively developed by the North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC), the NFR Technical Advisory Committee (TAC), the Colorado Department of Transportation (CDOT), local communities, and NFRMPO staff to project anticipated revenues used for transportation operations, maintenance, and improvements throughout the region from 2022 through 2050. All revenues and costs are presented in year of expenditure (YOE) dollars using a 2.5 percent inflation factor.

Revenue Estimates

The revenue estimates use current information and reasonable assumptions about future funding to forecast transportation revenue over the time horizon of the RTP. The revenue estimates are based on a variety of sources, including the CDOT 2045 Long Range Revenue Projections and Program Distribution from 2021; the fiscal year (FY)2023-2026 Transportation Improvement Program (TIP); and forecasted discretionary grants, developer contributions, local revenue, and transit revenue. Overall, an estimated \$13.5B in funding is reasonably anticipated for transportation projects within the North Front Range region between 2024 and 2050.

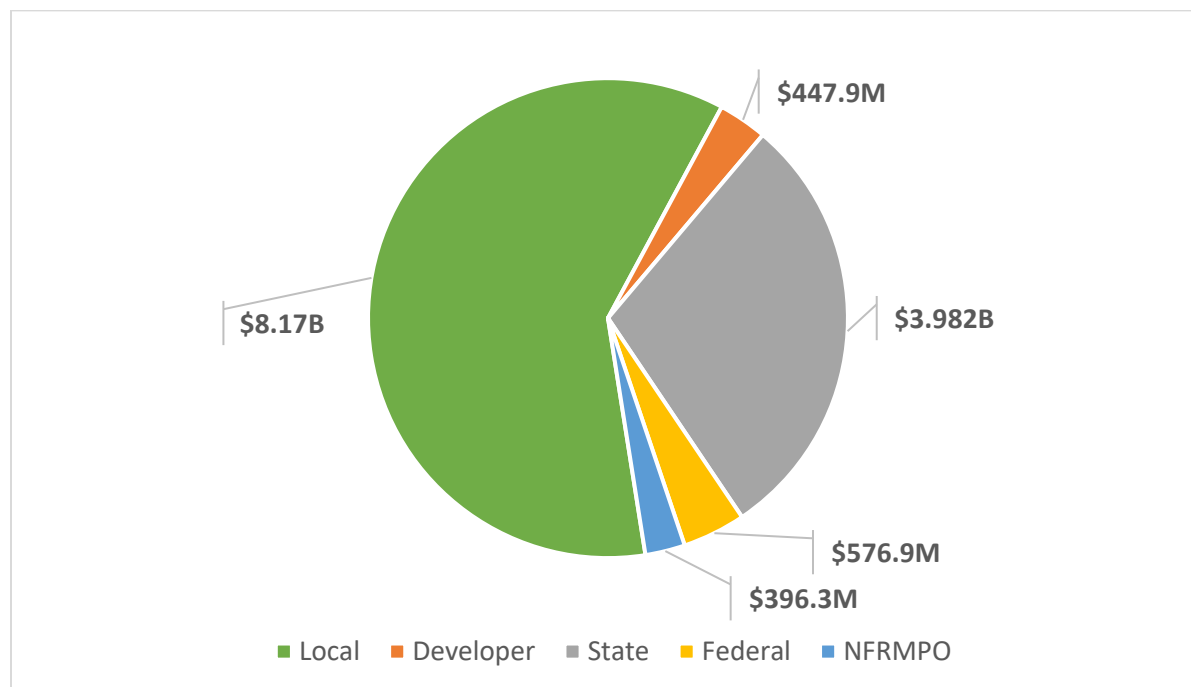
In 2019, the CDOT Transportation Commission (TC) adopted the 2045 Long Range Revenue Projections for the State. Assumptions from the Projections are used to create a Program Distribution for the State, which then guides the development of the fiscally constrained MPO RTP and TIP. The adopted Revenue Distribution assumed a high revenue scenario to account for anticipated additional revenue from various future state and federal sources.

The Infrastructure Investment and Jobs Act (IIJA), also called the Bipartisan Infrastructure Law (BIL), was signed into law on November 15, 2021, increasing Federal transportation funding across the nation over five fiscal years (2021-2026). Federal transportation revenues will be provided through both increases in formula funds, revenues which flow automatically to eligible recipients based on certain criteria, and discretionary grants, which are competitive grant programs used to further specific priorities. More information about formula funding types and federal grant programs will be provided later in this section.

In 2023, the NFRMPO worked with State and Federal partners to reconcile the increased IIJA revenue with the 2045 Revenue Projections. Given the high revenue scenario assumptions, it was determined the total funding assumptions would remain the same for the 2050 RTP as was anticipated in the 2045 Revenue Projections. Additionally, the CDOT extrapolated the funding assumptions from the 2045 Program Distribution out to 2050 to account for the time horizon of the 2050 RTP.

Figure 4-1 displays the revenue estimates by the entity that controls the funds, which is distinct from the funding source. While most entities control their own funding, both the NFRMPO and the State control funding from other sources. The NFRMPO controls and awards funds from federal sources and the state controls and awards funding from both state and federal sources. Two-thirds of the funding is controlled by local entities, with the next highest share controlled by the State at 29 percent. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) control four percent of the funding. Developers and the NFRMPO both control three percent of the funding.

Figure 4-1: Revenue Estimates by Controlling Entity in YOE Dollars, 2024-2050



The funding sources controlled by each entity are identified in the following sections.

Locally Controlled Revenue Sources

Local communities derive revenue for transportation from a variety of sources, including taxes, fees, and fares.

Highway Users Tax Fund (HUTF)

The HUTF provides funding to the state and local governments to fund the transportation system, including transit. The fund is comprised primarily of motor fuel taxes and motor vehicle license fees along with other fees and fines. HUTF funds are allocated to the state highway fund, counties, and municipalities based on statutory formulas.

Other State-Controlled Funds

In addition to the HUTF, local communities receive a share of the FASTER funds collected by the State from motor vehicle registration surcharges, rental vehicle fees, and oversize/overweight vehicle surcharges. With SB2018-001, local communities will also receive a share of the funding transferred to transportation purposes from the State's General Fund.

Impact Fees

Impact fees are development charges imposed to fund capital projects intended to offset the impacts caused by a proposed development.

General Funds

Local General funds typically are the primary operating funds for municipalities. The general funds represented in the 2050 RTP are specifically directed towards transportation system maintenance and improvements.

Local Tax

Funds generated by sales, use, specific ownership, and property taxes can be transferred to general funds or directed towards capital projects.

- Sales Tax: In 2019, the City of Evans passed The Road Ahead, a one percent sales tax collected to fund road maintenance and arterial expansion. The City anticipated the resulting revenue from the sales tax would triple the street maintenance budget and complete more repairs on neighborhood streets in addition to collector and arterial streets. The tax went into effect on July 1, 2020 and will sunset on June 30, 2027.
- Use Tax: A use tax can be charged on the use or consumption of a taxable item that is not subject to a sales tax. The town of Windsor collects a 3.95 percent construction use tax on new construction permits. The majority of the construction use tax is dedicated to the Capital Improvement Fund, which funds capital projects including transportation projects.
- Specific Ownership Tax: This tax is collected annually during vehicle registration and is based on the vehicle's age and value. Local governments may choose to use this revenue for transportation improvements.
- Property Tax: Property taxes in Larimer and Weld counties from a dedicated mill levy are used to fund projects on county roads. In addition, 50 percent of the mill levy collected by the county on properties within municipalities is allocated to municipalities for their road and street projects.

Transit Fares and Directly Generated Funds

Transit systems generate revenue through fares, passes, and other directly generated revenue such as advertising.

State Controlled Funding Programs

The State awards funding from state and federal sources for roadway, transit, and bicycle and pedestrian projects. Projects may be selected by the Colorado Transportation Commission (CTC), the regional CDOT office, CDOT Headquarters, or by other state-approved entities.

Regional Priorities Program (RPP)

The goal of this program is to implement regionally significant projects identified through the transportation planning process. These funds are flexible in use and are allocated to the regions by the CTC on an annual basis. The allocations are based on regional population, CDOT on-system lane miles, and CDOT on-system truck Vehicle Miles Traveled (VMT).

FASTER Fees

In the spring of 2009, the State of Colorado passed legislation to impose fees to generate revenue for transportation within the State. The fees are assessed on vehicle registration, rental cars, and an increase to oversize and overweight vehicle permits. For CDOT, Funding Advancements for Surface Transportation and Economic Recovery Act of 2009 (FASTER) funds are broken into three programs: Bridge, Safety, and Transit.

- FASTER Safety: The goal of FASTER Safety is to fund roadway safety projects including construction, reconstruction, or maintenance of projects needed to enhance the safety of the State and federal highway system. Collected fees are distributed by CDOT to cities, towns, and counties based on crash data weighted by the National Safety Council. Estimates include cost per fatality, injury, or other crash types.
- FASTER Bridge Enterprise: This program provides funds to finance, repair, reconstruct, and replace bridges designated as structurally deficient or functionally obsolete. FASTER Bridge is administered through the Colorado Bridge Enterprise, which targets funding to address Colorado's deficient bridges.
- FASTER Transit: A CDOT-administered, statewide program implemented to promote, plan, design, finance, operate, maintain, and contract for transit services such as passenger rail, buses, and advanced guideway systems.

Asset Management

- Maintenance: This program evaluates maintenance levels of service on the State Highway system. The Colorado Transportation Commission (CTC) has established specific grade levels as objectives for the various activities associated with the maintenance program.
- Surface Treatment: This program identifies the remaining service life of the State Highway system to determine where the surface treatment funding should be used in meeting the CTC's goals. In 2013, the Transportation Commission set an objective of having 80 percent of the State Highway system rated as high-drivability (10+ years) or moderate-drivability (four to 10 years) remaining life.
- Bridge Program (Structures On-System and Structures Off-System): This program identifies the condition of every bridge on public roads to determine where bridge funding should be allocated. The purpose of the Bridge Program is to finance, repair, reconstruct, and replace bridges designated as structurally deficient.
- Transportation Alternatives Program (TA): TA provides funding for programs and projects defined as transportation alternatives. These programs include, but are not limited to, on-road and off-road bicycle and pedestrian facilities, infrastructure for non-driver access to public transportation, recreational trail program projects, and Safe Routes to School projects. A portion of TA funding is controlled by the regional CDOT offices, while another portion is controlled by MPOs.

- Highway Safety Improvement Program (HSIP): This program addresses safety improvements on all public roads using a mixture of state and federal funds.
- Great Outdoors Colorado (GOCO): Funding from the Colorado Lottery is awarded to a variety of project types, including trail projects, across the state by the GOCO Board. GOCO Board members are appointed by the Governor and confirmed by the Colorado State Senate.
- Strategic Funding: Strategic funding is a mixture of new Federal funding from IIJA and State funding from sources such as Senate Bill (SB) 260.
 - SB 21-260 – Sustainability of the Transportation System was passed by the Colorado State Legislature in 2021 and increased transportation funding over the next ten years by approximately \$5.4B uses a combination of general funds transfers and fees. The following are funding programs resulting from passage of SB 21-260, which are included in the strategic funding assumptions.
 - The Revitalizing Main Streets (RMS) program began as part of Colorado’s COVID-19 Recovery Plan and was established as a competitive grant program to enhance active transportation safety and strengthen the connection of people to main streets and central economic hubs. The passage of SB 21-260 provided an additional \$85M to the program over the next ten years.
 - The Clean Transit Enterprise was created to support clean public transit through electrification planning efforts, facility upgrades, fleet motor vehicle replacement, and construction and development of associated electric motor vehicle charging and fueling infrastructure.
 - Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) was created for the purpose of mitigating transportation-related emissions in ozone nonattainment area.
 - IIJA provided additional formula and discretionary grant opportunities to the State for a variety of transportation related projects. Through formula funding alone it is estimated Colorado can expect to receive the following funding²⁵:
 - Highways and bridges - \$4B
 - Highway traffic safety programs - \$33M
 - Statewide public transportation - \$950M
 - EV charging network expansion - \$57M
- FTA Funds: The state controls and awards funding from two FTA funding programs that fund transit operations, maintenance, and/or capital for small urban areas, including Greeley, as well as rural areas.

²⁵ “The Bipartisan Infrastructure Law Will Deliver for Colorado”, USDOT,
https://www.transportation.gov/sites/dot.gov/files/2021-11/Bipartisan_Infrastructure_Law_Colorado.pdf
 Accessed: March 22, 2023

- FTA §5310 Transportation for Elderly Persons and Persons with Disabilities Program: This program supports the purchase of vehicles for transportation of the elderly and individuals with disabilities. It is used by a variety of non-profit and public agencies. In Colorado, §5310 funds can also be used for mobility management programs and project implementation.
- FTA §5339 Bus and Bus Facilities Program: This program provides capital funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.

Federally Controlled Funding Programs

The US Department of Transportation (USDOT) awards discretionary funding through competitive processes to projects across the nation. The IIJA created and expanded many discretionary grant programs available for State and Local governments to apply for.

- Safe Streets for All (SS4A) - The SS4A program will provide funding directly to local governments to support efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
- Multimodal Project Discretionary Grant (MPDG) – The MPDG program will support multi-modal, multi-jurisdictional projects of national or regional significance within the following categories:
 - MEGA Projects– The MEGA program supports large, complex projects which are difficult to fund by other means and are likely to generate national or regional economic, mobility, or safety benefits.
 - Infrastructure for Rebuilding America (INFRA) - INFRA grants will offer needed aid to freight infrastructure by providing funding to state and local government for projects of regional or national significance.
 - Rural Surface Transportation Grant (Rural) – The Rural program supports projects which improve and expand the nation’s surface transportation infrastructure in rural areas to increase connectivity, improve safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.
- Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program– The PROTECT program is eligible for projects intended to increase the resilience of the transportation system including making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.

Additional federal funding to regional projects comes through the Transportation Infrastructure Finance and Innovation Act (TIFIA). The TIFIA program provides credit assistance in the form of direct

loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national or regional assistance²⁶.

FTA allocates funding directly to certain transit agencies and awards discretionary grants. The total amount available for a program is based on funding authorized under IIJA and is apportioned according to population and other reported data. There are two transit providers that receive FTA funds based on population in the region: the City of Fort Collins (Transfort) and Greeley-Evans Transit (GET):

- Transfort receives funds based on an urbanized area formula program for areas with a population between 200,000 and 999,999. Transfort receives FTA funds on behalf of the Fort Collins – Loveland – Berthoud Transportation Management Area (TMA), which also includes the VanGo™ vanpool program.
- GET receives funds based on an urbanized area formula program for areas with a population between 50,000 and 199,999. GET uses the FTA funds to provide services to the Greeley – Evans area.

The two transit providers produce a program of projects each fiscal year based on FTA apportionments as published annually in the Federal Register. The program includes projects to be carried out using funds made available based on the urbanized area formulas. These projects include capital transit improvements, bus purchase and rehabilitation, bus facility upgrades, maintenance, and operations. As discussed in the state-controlled funding section, CDOT also administers some FTA funding programs through a competitive process.

The following federally controlled programs are anticipated to continue to be available for transit funding in the region:

- FTA §5307 Urbanized Area Formula Program: This program makes federal resources available to urbanized areas for transit capital and operating assistance. Urbanized areas are those areas with a population of 50,000 or more as designated by the U.S. Census Bureau.
- FTA §5310 Transportation for Elderly Persons and Persons with Disabilities Program: See program description on previous page. FTA controls §5310 funds for large urban areas, including Fort Collins.
- FTA §5339 Bus and Bus Facilities Program: See program description on previous page. FTA controls §5339 funds for large urban areas, including Fort Collins. The §5339 program includes a formula funding component under §5339(a) and a competitive grant component under §5339(b) and §5339(c).

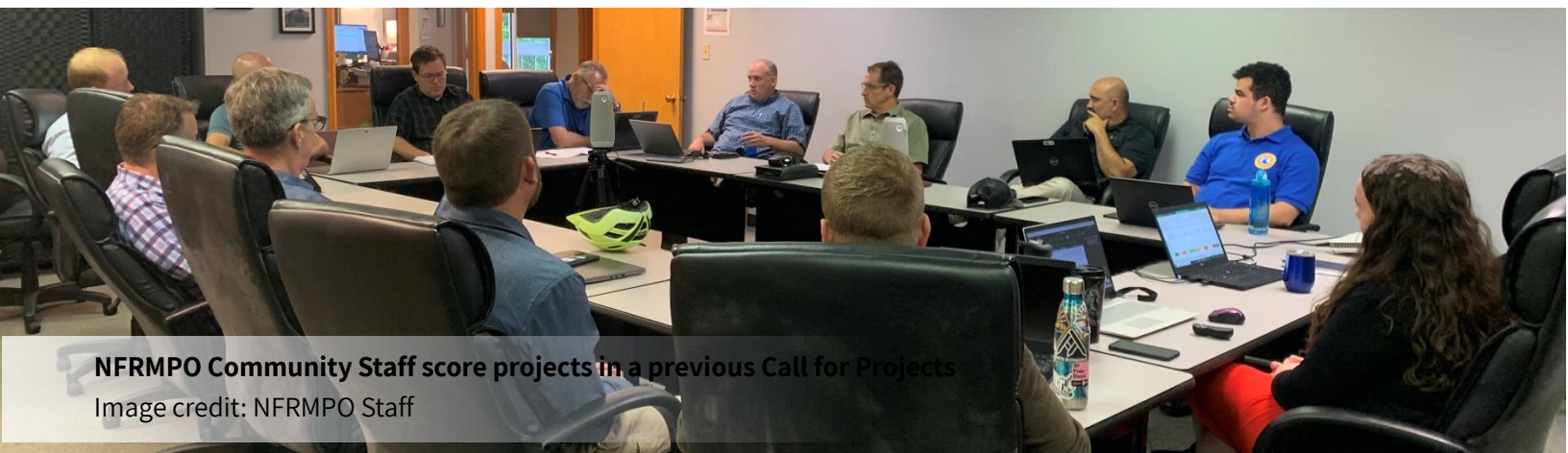
FTA awards discretionary funds through competitive processes including the following programs:

- Low and No Emission Bus Programs– BIL expands this competitive program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission

²⁶ “Transportation Infrastructure Finance and Innovation Act (TIFIA)”, USDOT, https://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_credit_assistance/tifia/, Accessed: August 14, 2023.

and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.

- **Buses + Bus Facilities Competitive Program**– This program provides competitive funding to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.
- **Capital Investment Grants (CIG)** – the CIG program includes funding for New Starts, Small Starts, and Core Capacity Improvements to invest in new high-capacity transit projects communities choose to build.



NFRMPO Community Staff score projects in a previous Call for Projects

Image credit: NFRMPO Staff

NFRMPO Controlled Funding Programs

The NFRT&AQPC selects projects to receive funding through an approved Call for Projects process. Two Calls for Projects were held to award funding in the FY2024-2027 TIP with a third Call to be held in Fall 2023. These projects represent the first four years of the 2050 RTP.

- **Congestion Mitigation and Air Quality (CMAQ) Improvements:** CMAQ funds are FHWA funds restricted to improvements which contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS). CMAQ funds may be used for air quality improvement projects, including operation improvements, ITS, transportation demand management (TDM) strategies, alternative fuel vehicles and vehicle retrofitting, non-motorized improvements, and alternative fuel bus purchases and replacements. CMAQ funds used for transit purposes can be flexed from FHWA to FTA funds, including limited transit operations.
- **Surface Transportation Block Grant (STBG):** These FHWA funds are sub-allocated to urbanized areas with populations over 200,000 based on their relative share of the population among all urbanized areas in the state. Funds may be used on a wide variety of highway transportation improvement projects, as defined in 23 U.S.C. 123²⁷. This is one of the most flexible federal funding sources available for transportation.

²⁷ <https://www.fhwa.dot.gov/map21/docs/title23usc.pdf>

- Carbon Reduction Program (CRP): The CRP program is an FHWA program established under the IIJA to fund projects designed to reduce transportation emissions from on-road sources including public transportation projects, transportation alternatives projects, projects and strategies for transportation demand management, and alternative fuel projects²⁸.
- Transportation Alternatives (TA): See program description in the State Controlled Funding Programs section.
- Multimodal Transportation and Mitigation Options Fund (MMOF) is a State funding source originally established in 2018 as a one-time allocation of state funding to multimodal projects and extended through 2033 through SB260. The MMOF program intention is to promote a complete and integrated multimodal system²⁹.

Estimates of available federal, state, local, and private funding by funding program and expenditure category for 2024 through 2050 are identified in **Table 4-1**. These are considered by CDOT and local communities to be reasonable estimates of what will be available for the timeframe of the 2050 RTP.

²⁸ https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm

²⁹ <https://www.codot.gov/programs/planning/grants/mmof-local>

Table 4-1: Revenue Estimates by Funding Program and Controlling Entity in Millions of YOE Dollars, 2024-2050

Funding Program by Controlling Entity	2024-2030	2031-2040	2041-2050	2024-2050
Local Funding				
Local Transit	\$116.64	\$205.81	\$263.46	\$585.91
Local Roadway	\$1,414.03	\$2,495.04	\$3,193.86	\$7,102.93
Local Bike-Ped	\$23.69	\$41.80	\$53.50	\$118.98
Developer Contributions	\$240.60	\$116.22	\$48.89	\$405.71
Local Funding Total	\$1,794.96	\$2,858.86	\$3,559.71	\$8,213.53
State Controlled				
Maintenance	\$85.81	\$132.82	\$147.73	\$366.36
Surface Treatment	\$71.76	\$115.86	\$123.45	\$311.07
Structures On-System	\$14.33	\$22.47	\$24.65	\$61.45
Colorado Bridge Enterprise (CBE)	\$37.60	\$61.16	\$62.33	\$161.10
Asset Management - Strategic Projects Fund	\$337.75	\$482.50	\$482.50	\$1,302.75
Highway Safety Improvement Program (HSIP)	\$13.09	\$19.51	\$20.35	\$52.94
FASTER Safety	\$29.03	\$52.43	\$64.28	\$145.73
State Discretionary Bike/Ped Grants	\$3.09	\$5.87	\$7.51	\$16.47
Transportation Alternatives Program (CDOT-TAP)	\$5.44	\$9.38	\$10.37	\$25.19
Strategic Projects	\$247.75	\$346.11	\$336.37	\$930.24
Regional Priority Program (RPP)	\$27.80	\$31.33	\$31.33	\$90.45
Strategic Transit and Multimodal Projects	\$59.85	\$96.50	\$96.50	\$252.85
Bustang	\$2.09	\$3.28	\$3.66	\$9.04
TIFIA Loans	\$137.86	\$0.00	\$0.00	\$137.86
State Controlled Total	\$1,073.24	\$1,379.23	\$1,411.04	\$3,863.51
Federally Controlled				
Federal Discretionary	\$70.00	\$100.00	\$100.00	\$270.00
FTA 5307	\$109.13	\$192.56	\$246.49	\$548.18
FTA 5310	\$1.51	\$2.63	\$3.36	\$7.49
FTA 5339	\$4.27	\$7.43	\$9.51	\$21.20
Federally Controlled Total	\$184.91	\$302.61	\$359.36	\$846.88
NFRMPO Controlled				
Surface Transportation Block Grant (STBG)	\$34.39	\$53.42	\$59.07	\$146.89
Congestion Mitigation and Air Quality (CMAQ)	\$38.44	\$60.35	\$66.73	\$165.52
Carbon Reduction Program (CRP)	\$5.83	\$9.15	\$10.12	\$25.10
Transportation Alternatives (TA)	\$3.29	\$5.10	\$5.64	\$14.04
Multimodal Transportation and Mitigations Options Fund (MMOF)	\$7.70	\$4.01	\$0.00	\$11.71
NFRMPO Controlled Total	\$89.65	\$132.04	\$141.56	\$363.26
Total:	\$3,142.76	\$4,672.74	\$5,471.67	\$13,287.18

Funding Estimates by Category

Revenue estimates listed in **Figure 4-2** were classified as dedicated or flexible based on how the funds are typically used. Dedicated funds are those that are typically used for one of four categories: Roadway – Asset Management, Intersection Improvements, Transit, or Bicycle and Pedestrian. Flexible funds are those that could be assigned to a variety of project types.

As shown in **Table 4-2**, the majority of the revenue for the 2050 RTP is flexible, meaning it can be spent on a variety of project types. Approximately 17 percent of revenue is from funding programs that fund roadway operations and maintenance while 11 percent is from funding programs for transit systems. Three percent of revenue is dedicated to bike and pedestrian projects, with one percent dedicated to intersection projects.

Figure 4-2: Revenue Estimates by Expenditure Category, 2024-2050

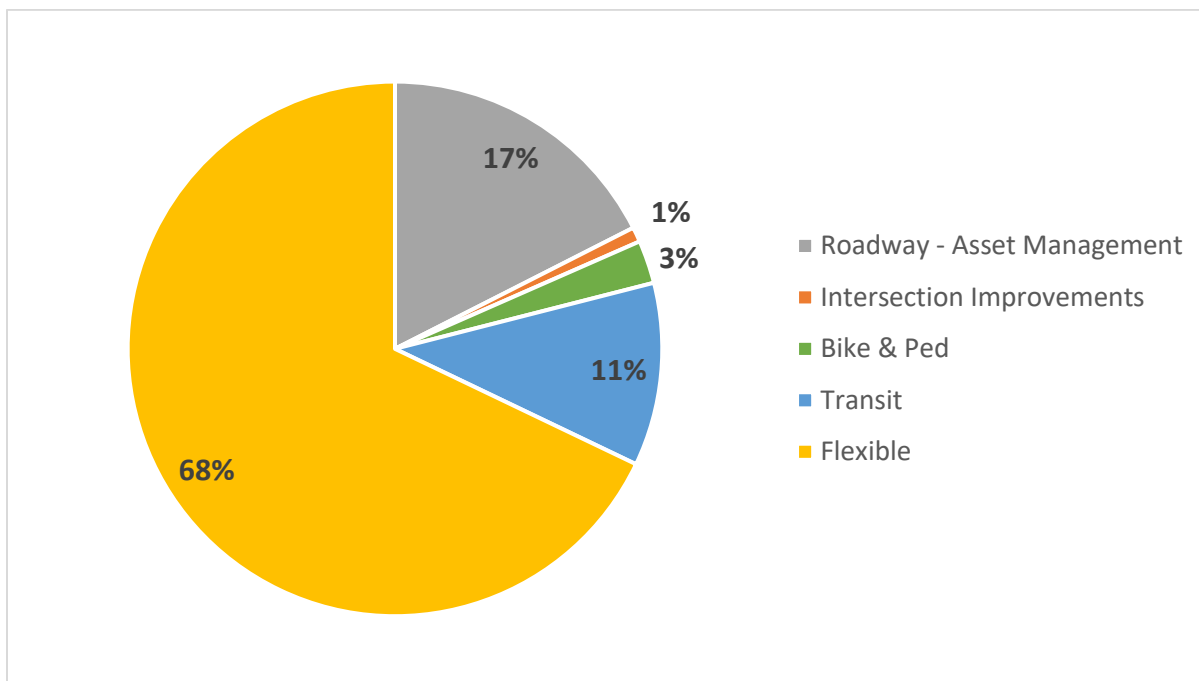


Table 4-2: Revenue Estimates by Controlling Entity and Expenditure Category in Millions of YOE Dollars, 2045-2050

Controlling Entity	Roadway - Asset Management	Intersection Improvements	Bike & Ped	Transit	Flexible
2024-2030					
Local	\$0	\$0	\$23.69	\$116.64	\$1,654.63
State	\$567.50	\$19.90	\$40.42	\$56.80	\$388.63
Federal	\$0	\$0	\$0	\$114.91	\$70.00
NFRMPO	\$5.77	\$6.54	\$14.28	\$21.15	\$41.92
Subtotal	\$573.26	\$26.44	\$78.39	\$309.49	\$2,155.18
2031-2040					
Local	\$0	\$0	\$41.80	\$205.81	\$2,611.26
State	\$850.77	\$33.05	\$66.43	\$86.15	\$342.83
Federal	\$0	\$0	\$0	\$202.61	\$100.00
NFRMPO	\$9.05	\$10.26	\$18.73	\$29.57	\$64.44
Subtotal	\$859.82	\$43.31	\$126.95	\$524.13	\$3,118.52
2041-2050					
Local	\$0	\$0	\$53.50	\$263.46	\$3,424.75
State	\$884.21	\$38.03	\$69.19	\$85.55	\$334.06
Federal	\$0	\$0	\$0	\$259.36	\$100.00
NFRMPO	\$10.01	\$11.34	\$18.71	\$30.70	\$70.80
Subtotal	\$894.22	\$49.37	\$141.40	\$639.06	\$3,747.62
Total 2024-2050	\$2,327.31	\$119.12	\$346.74	\$1,472.69	\$9,021.32

Asset Management and System Expansion Expenses

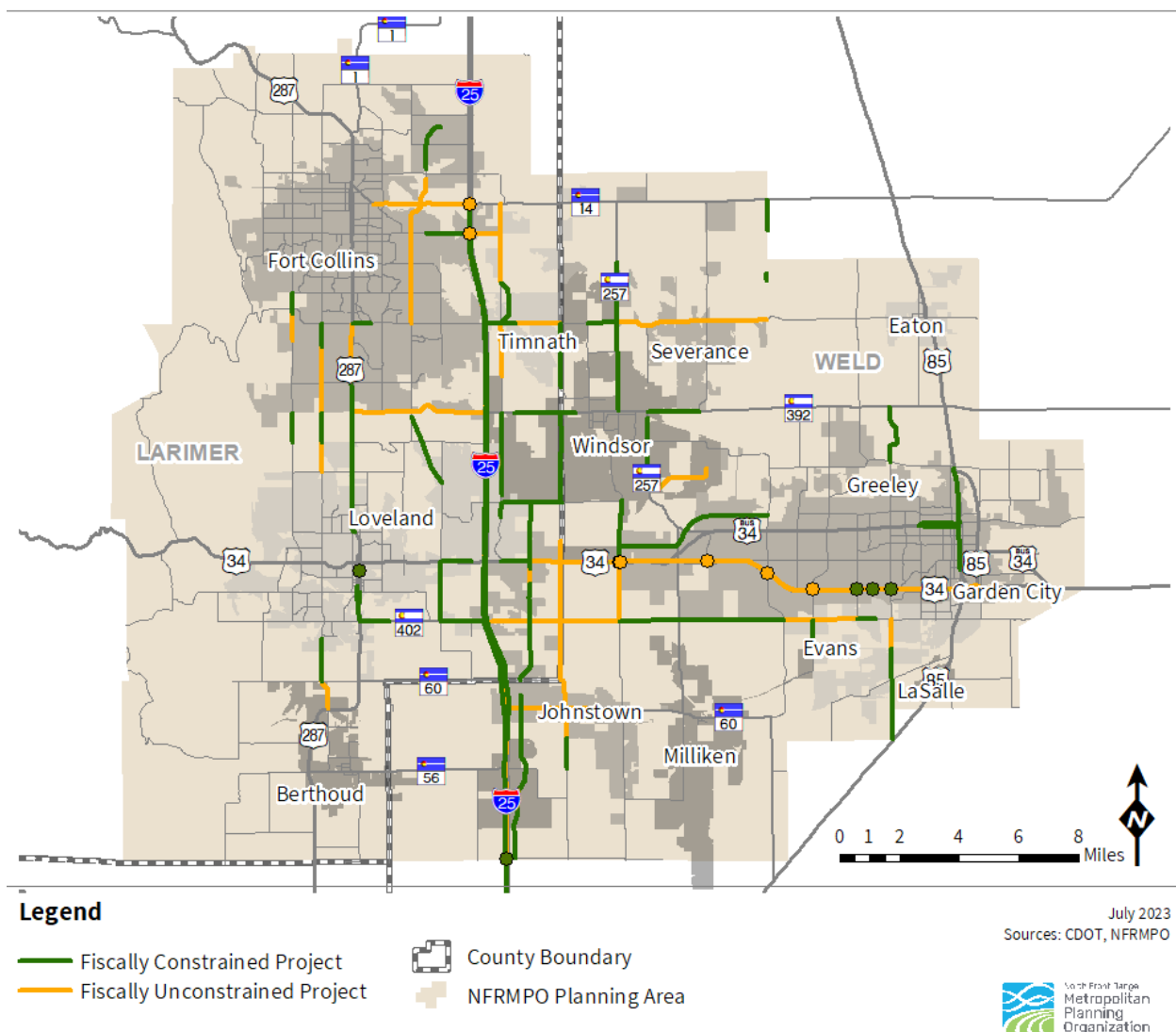
The Roadway Asset Management expense category covers the maintenance and operations of the roadway system, including maintaining the condition of pavement and bridges on the National Highway System (NHS) within the region as the system is expected to exist through 2050. Roadway operations and maintenance costs were developed using information provided by NFR communities.

Roadway operations costs include the cost of lighting, traffic control, and snow and ice removal and roadway maintenance costs include the cost of resurfacing. An average per lane mile cost of \$25,138 in 2023 dollars for operations and maintenance. The cost of intersection improvements system-wide is estimated at \$787M over the time horizon of the plan.

To adequately support the forecasted growth of the NFR region, investment in the transportation system beyond operations and maintenance is required. The NFRMPO solicited capacity projects from local transportation plans and the most up to date planning studies to identify the total need for the transportation system expansion over the time horizon of 2050 RTP.

A total of 125 roadway capacity projects on Regionally Significant Corridors (RSCs) were identified, as shown in **Figure 4-3**. The cost of roadway capacity projects on RSCs totals \$3.2B and the cost of roadway capacity projects on non-RSCs totals \$1.1B. Details on the constrained RSC projects can be found in the **Plan Projects** section. The list of unconstrained projects can be found in the **Unconstrained Plan Projects** section.

Figure 4-3: Fiscally Constrained and Unconstrained RSC Capacity Projects, 2024-2050



The operations and maintenance costs for the Regional Active Transportation Corridors (RATCs) is estimated at \$8K per year in 2023 dollars. The cost to build out the RATC network totals \$348M, estimating the cost of building one new mile of trail in 2023 dollars is \$1.2M.

Operations and maintenance costs for the transit system include vehicle operations and maintenance, general administration, facility maintenance, and state of good repair. Operations and Maintenance costs for the existing transit system are estimated at \$24.8M per year in 2023 dollars and derived using data from the National Transit Database for 2019 and 2021. The planned local system expansion and capital purchases identified in the 2019 Transfort Transit Master Plan, Greeley On the Go: Mobility, Connect Loveland: Transit Plan, and the CDOT 10-year Development Plan for Bustang being incorporated into the Fiscally Constrained Plan.

The cost to build out the Regional Transit Corridors (RTCs) is \$3.2B. The future transit network includes Local System Expansion and Regional Transit Expansion. The expanded local transit network was developed in coordination with Transfort, COLT, and GET in accordance with their long-range plans and Transit Asset Management (TAM) plans.

Local system and regional expansion projects incorporated into the future transit network are listed in **Table 4-3** and **Table 4-4**.

Table 4-3: Transit Expansion Projected Expenditures, 2024-2050

Agency	Source	Operating Investments	Capital Investments	Total (YOE)
Local System				
Transfort 	2019 Transit Master Plan	-North College Ave BRT -West Elizabeth BRT -Harmony Road BRT	-Transit Centers -Mobility Hubs -Bus Station and Stop Enhancements -Fleet Upgrades and Expansion -Technology Upgrades -Operations and Maintenance Facility	~\$1,463M
COLT 	Connect Loveland (Draft)	-Increased Frequency -Service Expansion	-Fleet Expansion -Transfer Points/Park and Rides -Speed and Reliability Improvements -Bus Maintenance Facility -Bus Stop Upgrades	~\$547M
GET 	Greeley On the Go	- 10 th /11 th St High Frequency Transit - 10 th St High Frequency Transit - Poudre Express Enhancements	- Mobility Hubs	~\$827M
Regional System				
TBD	LinkNoCo	-Begin Operating Service (US34, Loveland to Windsor, Great Western Rail)	-Fleet Purchases -Maintenance Facility -Station Construction -Queue Jumps -Technology Improvements -Guideway and Track	~\$622M
Bustang 	10-Year Development Plan	-Service Expansion	N/A	~\$9M
FRPR* 	In Progress	N/A	N/A	N/A

*The Front Range Passenger Rail (FRPR) is identified in the 2050 RTP as an RTC and is included as fiscally unconstrained with no associated dollar amount. The FRPR District, created with SB21-260 is currently working on identifying final alignments for the FRPR and an associated service development plan. For the most up to date information about FRPR please visit: <https://www.ridethefrontrange.com/>.

Table 4-4: System Expansion Expenses, in Millions of YOE Dollars

Project Type	Project Sub-Type	Cost*
Roadway Capacity Projects	RSC Roadway	\$3,214.27
	Non-RSC Roadway	\$1,081.96
	Total	\$4,296.22
Transit Capacity Projects	RTC – Local System Expansion	\$2,790.97
	RTC – Regional System Expansion	\$631.471
	Total	\$3,422.44
Active Transportation Capacity Projects	Total	\$348.33

**Costs for roadway capacity projects include capital expense only. Costs for transit capacity projects include capital and operating expenses.*

Resource Allocation

The total identified need for operating, maintaining, and improving the transportation system from 2024 through 2050 is \$15.5B, well beyond the forecasted revenue of \$13.2B, as shown in **Table 4-5**. Due to the importance of operating and maintaining the system, the financial plan for the 2050 RTP fully funds the operations and maintenance costs for roadways, including the costs of intersection improvements. The operations and maintenance costs do not reflect the cost needed to bring the full roadway system to an excellent level of service, only to maintain at a minimum the current level of service. The revenue allocation also includes the full operations and maintenance cost of the RATC network, and the RTC local and regional system, except for the FRPR as notated earlier. These expenditures are funded through a combination of dedicated and flexible funding sources.

The 2050 RTP fiscally constrains a portion of the roadway capacity projects based on project-based funding and feasibility submitted by project sponsors. The roadway capacity projects for RSCs and non-RSCs are assigned \$2.04B in flexible funding, which provides funding for 158 projects. A total of 227 projects were considered for the 2050 RTP leaving \$2.26B in unfunded roadway capacity projects for 69 projects. The fiscally constrained RSC capacity projects are identified in the **Plan Projects** section. Unconstrained RSC capacity projects are listed in the **Unconstrained Plan Projects** section.

The NFRT&AQPC has identified the operations and maintenance of the existing system and the buildout of the RSC network as being a priority for additional funding. The RSC projects are identified within the **Unconstrained Plan Projects** section.

Table 4-5: Resource Allocation by Expenditure Category in Millions of YOE Dollars, 2024-2050

Expenditure Category	Cost	Dedicated Funding	Flexible Funding	Total Funded	Unfunded
Roadway Operations & Maintenance	\$6,510.17	\$2,327.31	\$4,182.87	\$6,510.17	\$0.00
Intersection Improvement Projects	\$787.93	\$119.12	\$668.81	\$787.93	\$0.00
RATC: Operations, Maintenance, and Expansion	\$435.38	\$347.32	\$88.06	\$435.38	\$0.00
RTC Local: Operations, Maintenance, and Local System Expansion	\$2,790.97	\$1,463.65	\$1,327.33	\$2,790.97	\$0.00
RTC Regional: LinkNoCo & Bustang	\$631.47	\$9.04	\$622.43	\$631.47	\$0.00
RSC: Capacity Projects	\$3,214.27	\$0.00	\$1,419.05	\$1,419.05	\$1,795.22
Non-RSC Capacity Projects	\$1,081.96	\$0.00	\$621.00	\$621.00	\$460.96
GHG Reduction Category Improvements	\$91.00	\$0.00	\$91.00	\$91.00	\$0.00
Total	\$15,543.15	\$4,266.44	\$9,020.54	\$13,286.98	\$2,256.18

The 2050 RTP organizes funding and projects within four separate staging periods:

- Staging Period A: 2024-2026
- Staging Period B: 2027-2030
- Staging Period C: 2031-2040
- Staging period D: 2041-2050

Within the Fiscally Constrained Plan, staging periods A and B have been combined. RSC Capacity projects funding in **Table 4-5** can be referenced in the **Plan Projects** section by Staging Period. **Table 4-6**, **Table 4-7**, and **Table 4-8** illustrate the resources allocated for each expenditure category by staging period.

Table 4-6: Resource Allocation by Staging Period, in Millions of YOE Dollars, Staging Period A & B: 2024-2030

Expenditure Category	Cost	Dedicated Funding	Flexible Funding
Roadway Operations & Maintenance	\$1,226.15	\$573.26	\$652.88
Intersection Improvement Projects	\$150.95	\$26.44	\$124.51
Regional RATC Operations, Maintenance, and Expansion	\$101.94	\$78.39	\$23.55
RTC Local: Operations, Maintenance, and Local System Expansion	\$329.27	\$307.40	\$21.87
RTC Regional: LinkNoCo, Bustang, FRPR	\$116.92	\$2.09	\$114.83
Regionally Significant Corridor (RSC) Capacity Projects	\$759.48	\$0.00	\$759.48
Non-RSC Capacity Projects	\$437.05	\$0.00	\$437.05
GHG Reduction Strategies	\$21.00	\$0.00	\$21.00

Table 4-7: Resource Allocation by Staging Period, in Millions of YOE Dollars, Staging Period C: 2031-2040

Expenditure Category	Cost	Dedicated Funding	Flexible Funding
Roadway Operations & Maintenance	\$2189.37	\$859.82	\$1329.55
Intersection Improvement Projects	\$266.35	\$43.31	\$223.03
Regional RATC Operations, Maintenance, and Expansion	\$189.10	\$126.95	\$62.15
RTC Local: Operations, Maintenance, and Local System Expansion	\$1244.81	\$520.85	\$723.96
RTC Regional: LinkNoCo, Bustang, FRPR	\$114.64	\$3.28	\$111.36
Regionally Significant Corridor (RSC) Capacity Projects	\$499.67	\$0.00	\$499.67
Non-RSC Capacity Projects	\$133.80	\$0.00	\$133.80
GHG Reduction Strategies	\$35.00	\$0.00	\$35.00

Table 4-8: Resource Allocation by Staging Period, in Millions of YOE Dollars, Staging Period C: 2041-2050

Expenditure Category	Cost	Dedicated Funding	Flexible Funding
Roadway Operations & Maintenance	\$3,094.65	\$894.22	\$2,200.43
Intersection Improvement Projects	\$370.64	\$49.37	\$321.26
Regional RATC Operations, Maintenance, and Expansion	\$144.34	\$141.40	\$2.95
RTC Local: Operations, Maintenance, and Local System Expansion	\$1,216.89	\$635.40	\$581.49
RTC Regional: LinkNoCo, Bustang, FRPR	\$399.91	\$3.66	\$396.25
Regionally Significant Corridor (RSC) Capacity Projects	\$159.89	\$0.00	\$159.89
Non-RSC Capacity Projects	\$50.14	\$0.00	\$50.14
GHG Reduction Strategies	\$35.00	\$0.00	\$35.00

The Fiscally Constrained Plan allocates funding to a category of projects to assist in meeting the GHG Planning Standards as outlined by the Colorado State Legislature in 2022. The four categories of strategies identified in the GHG Transportation report are Transit, Transportation Demand Management (TDM), Operations, and Active Transportation. The GHG Strategies expenditure category primarily funds the TDM and Operations strategies but also includes other strategies not funded through the other expenditure categories. **Table 4-9** lists each of the 2050 RTP expenditure categories and the corresponding percentage of the funded projects which are anticipated to help achieve the reductions outlined in the GHG Transportation Report. More information on the strategies can be found in the **GHG Transportation Report**. Details on specific TDM strategies can be found in the Emerging **Trends Section**.

Table 4-9: GHG Strategy Funding Allocations, Millions of YOE Dollars, 2024-2050

Expenditure Category	Proportion of Expenditure Category Achieving GHG Strategies	Total Funded Expenditure Category (2024-2050)	\$ Contributing to GHG Strategies
Roadway Operations & Maintenance	6%	\$6,510.17	\$390.61
Intersection Improvement Projects	9%	\$787.93	\$67.35
Regional RATC Operations, Maintenance, and Expansion	85%	\$435.38	\$370.08
RTC Local: Operations, Maintenance, and Local System Expansion	62%	\$2,790.97	\$1,730.40
RTC Regional: LinkNoCo & Bustang	61%	\$631.47	\$387.63
Regionally Significant Corridor (RSC) Capacity Projects	5%	\$1,419.05	\$70.95
Non-RSC Capacity Projects	5%	\$621.00	\$31.05
GHG Reduction Strategies	100%	\$91.00	\$91.00
TOTAL	24%	\$13,286.98	\$3,139.07

Additional and Potential Funding Sources

Additional funding sources are potentially available for specific types of transportation related projects in addition to the funding identified in the revenues section of this document. These funding sources are outlined in this section.

Transit

In addition to funding from the USDOT, funding for transit-related activities can come from multiple other federal agencies. These funds can be used to varying degrees as local match for FTA funding, but also may be (and are currently) used for funding for vulnerable populations like older adults and individuals with disabilities.

Department of Health and Human Services

Funding sources distributed by the federal Department of Health and Human Services include Temporary Assistance for Needy Families (TANF), Older Americans Act Funds (OAA), Development Disabilities Assistance and Bill of Rights, and Medicaid.

Department of Housing & Urban Development

Community Development Block Grants can be used to support transit and transit-related infrastructure.

Veterans Administration

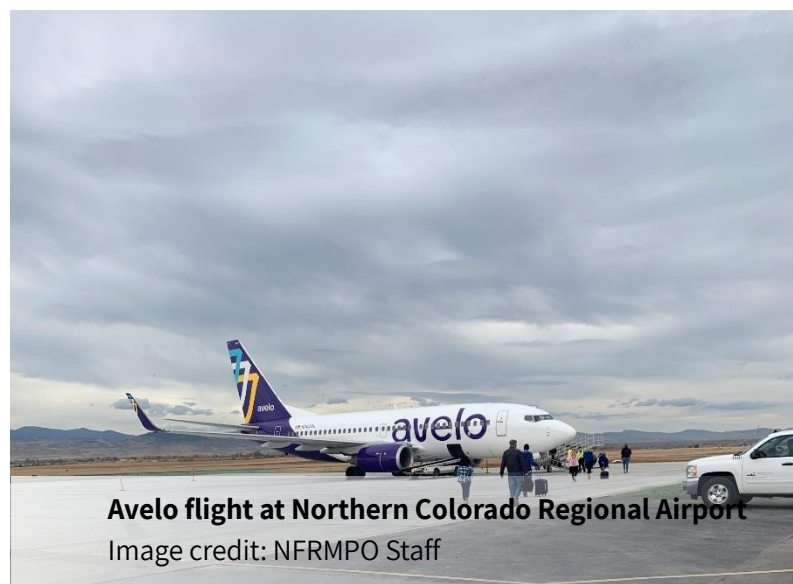
The Veterans Administration (VA) provides funding to transport veterans to VA hospitals, including from Larimer and Weld counties to the hospital in Cheyenne.

Intercity Bus Expenses

The NFRMPO region does not directly support intercity bus services using federal or local dollars; however, CDOT operates the Bustang service which connects Fort Collins and Loveland to Denver and has planned expansions benefiting the region. A new Park-n-Ride at SH56, a mobility hub at Kendall Parkway including bus slip ramps and non-motorized trail connections, and the creation of a Bustang Outrider route connecting Fort Collins, Greeley, and Fort Morgan to points farther east are anticipated. Additional service may be provided in the future, but current Bustang projects focus predominantly on capital projects. The new Kendall Parkway Park-n-Ride is being funded as part of the I-25 North Express Lanes project.

Aviation

Aviation is an important aspect of the NFRMPO region's multimodal transportation system. Although the NFRMPO does not actively plan for aviation and aviation projects are not included in the 2050 RTP, the following identifies the funding sources and plans for the two general aviation airports in the region.



Avelo flight at Northern Colorado Regional Airport
Image credit: NFRMPO Staff

Airport Improvement Program

The Airport Improvement Program (AIP) provides entitlement funds and discretionary grants for the planning and development of public-use airports included in the National Plan of Integrated Airport Systems (NPIAS). Grants cover 90 to 95 percent of eligible costs for general aviation airports. In 2018, the Northern Colorado Regional Airport received \$10.6M of COVID entitlements to construct a terminal building and \$2.2M in AIP entitlements. In 2022, the Greeley-Weld County Airport received \$6.9M in AIP discretionary funds for runway rehabilitation and \$500K in AIP entitlements³⁰.

Aviation Fuel Tax

Colorado collects a \$0.04/gallon jet fuel excise tax and \$0.06/gallon avgas excise tax³¹. These funds are distributed to aviation projects across the State as part of a discretionary aviation grant program and airport fuel tax disbursements. In 2022, the Greeley-Weld County Airport received \$24,054 and the Northern Colorado Regional Airport received \$132,708 from the sales and excise taxes. The Northern Colorado Regional Airport received \$20,800 and the Greeley-Weld County Airport received \$56,235 in State Aviation Grants in 2022³².

SIB Loan Program

The State Infrastructure Bank (SIB) Loan Program funds projects such as capital airport improvements, air traffic control towers, snow removal equipment, and airport pavement reconstruction.

Airport Fees

Both the Greeley-Weld County Airport and the Northern Colorado Regional Airport charge fees for various items, including security access, land and hangar leasing, airline operations, and parking. These funds are invested in the airports based on identified needs.

³⁰ AIP Grant History Visualization (FYs 2005-2022), 2022.

https://explore.dot.gov/t/FAA/views/AIPTableauDashboard-Public_16287828377070/Start?%3AshowAppBanner=false&%3Adisplay_count=n&%3AshowVizHome=n&%3Aorigin=viz_share_link&%3AisGuestRedirectFromVizportal=y&%3Aembed=y. (Accessed 6/23/2023)

³¹ Aviation Taxes, 2023. <https://tax.colorado.gov/aviation-taxes#:~:text=Aviation%20Fuel%20Excise%20Tax&text=Excise%20fuel%20tax%20are%20due,is%204%C2%A2%20per%20gallon>. (Accessed 6/23/2023)

³² Aeronautics Sales Tax Data, 2022 Excise Taxes, Aeronautics Grant Reports (WIMS), <https://codot.opengov.com/data/#/45475/query=55368018E74168581E26DB17897A0488&embed=n>, (Accessed 6/23/2023).

Freight

Freight is the underlying connection of people and goods, meaning investment in the freight system benefits all aspects of quality of life.

National Highway Freight Program (NHPP)

NHPP funds must contribute to the efficient movement of freight on the National Highway Freight Network (NHFN) and be included in the State's Freight Plan. Eligible projects include intelligent transportation systems (ITS) and other technology to improve the flow of freight, including intelligent freight transportation systems; railway-highway grade separation; truck-only lanes; climbing and runaway truck lanes; adding or widening of shoulders, and truck parking facilities eligible for funding under Section 1401 (Jason's Law) of MAP-21.

Railway-Highway Crossings (Section 130) Program

The Section 130 program is an FHWA program providing funds for the elimination of hazards at at-grade crossings. Since the program's inception in 1987, fatalities at these crossings have decreased by 57 percent. Section 130 funds are administered in Colorado by CDOT.

Other Federal Programs

Private Activity Bonds (PAB), Railroad Rehabilitation and Improvement Financing (RRIF), and Transportation Infrastructure Finance and Innovation Act (TIFIA) are non-grant programs which can help fund freight-related projects. RRIF and TIFIA are loan or line-of-credit programs, while PABs are tax-exempt bonds for private investors.

Public-Private Partnerships Most freight in the US is handled by private companies. Private funding can be used to leverage additional public funding, expand the scope of projects, and as an overall gain for the freight system. Grant opportunities authorized in the FAST Act and administered by the Federal Motor Carrier Safety Administration (FMCSA) are a good example of how the federal government is working with the trucking industry to improve safety of commercial drivers and their vehicles. The Colorado Freight Advisory Council (FAC) brings public and private stakeholders from the freight industry together to strengthen relationships, build consensus, and pursue opportunities to facilitate the safe, efficient, coordinated, and reliable movement of freight.

Pipeline and Hazardous Materials Safety Administration (PHMSA)



Train stored on Great Western Railway tracks

Image credit: NFRMPO Staff

PHMSA provides comprehensive grant programs that are designed to improve damage prevention, develop new technologies, and improve both hazmat and pipeline safety. The grants can be used to foster partnerships with local communities and universities to promote pipeline awareness campaigns, provide resources for emergency preparedness, development of pipeline resources and information, and the implementation of best practices regarding pipeline and hazmat safety nationwide.

Transportation Improvement Program (TIP)

The NFRMPO is responsible for the creation of a Transportation Improvement Program (TIP) for the region at least every four years. The TIP presents a four-year program of multimodal projects using a combination of federal, state, and local funds, and identifies the type of improvement, the funding source(s), the sponsoring entity(ies), and an implementation schedule.

The TIP is fiscally constrained by program and year. Projects programmed within the NFRMPO TIP must:

- Come from an approved RTP,
- Follow the regional Congestion Management Process (CMP),
- Within non-attainment areas, show conformity according to air quality budgets outlined in the Statewide Implementation Plan (SIP)
- Conform with the GHG Planning Standard

The NFRMPO must provide all interested parties with a reasonable opportunity to provide comments on a proposed TIP or amendment to an existing TIP.

FHWA and FTA determine if the TIP is consistent with the adopted RTP and if it was produced through the 3C transportation planning process. The TIP is included without changes in the Statewide Transportation Improvement Program (STIP), developed by CDOT and approved by the Governor.

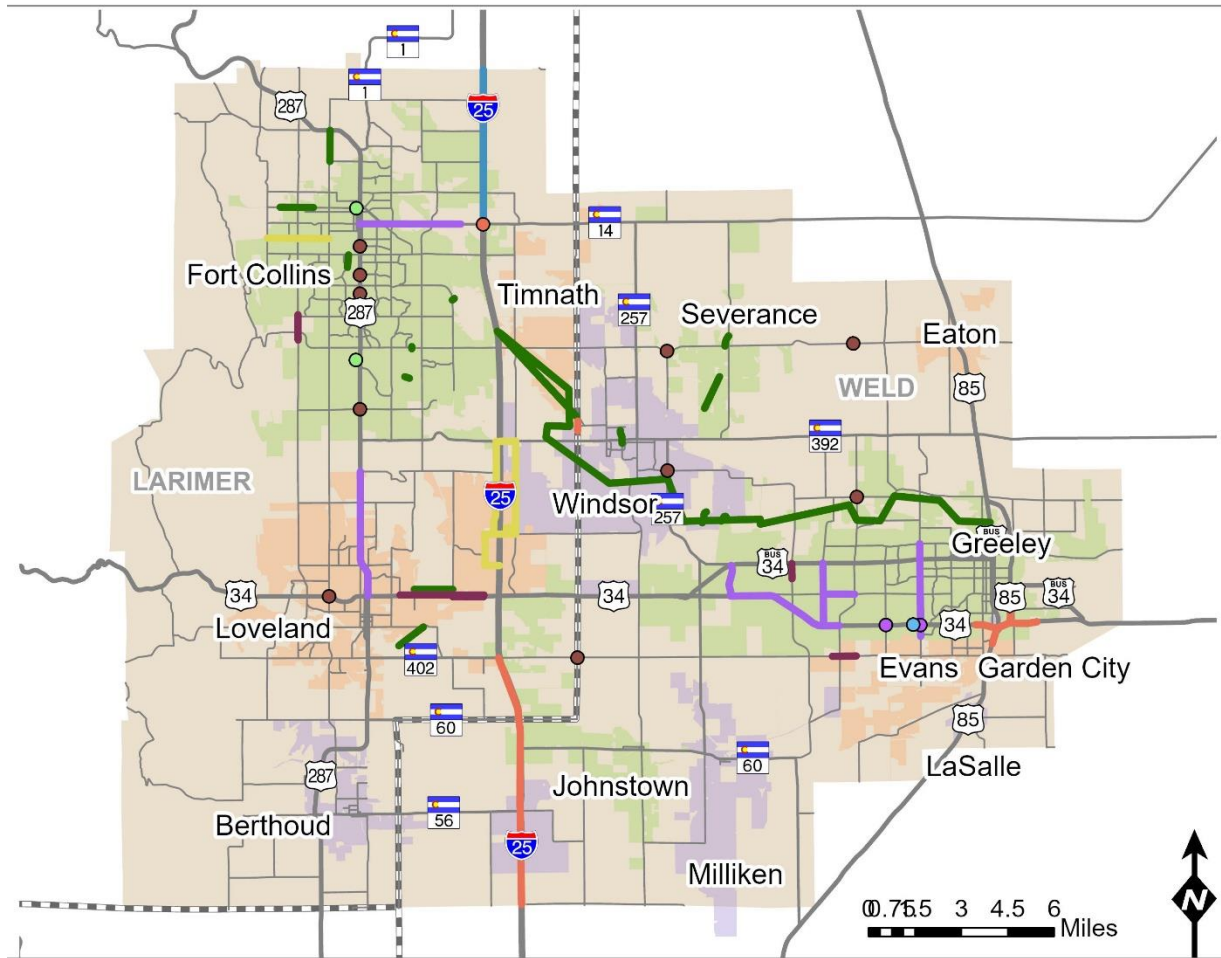
Federal transportation funding legislation, established by MAP-21 and carried forward in the FAST Act and IIJA, required that the TIP include:

- To the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets established in the 2045 RTP, linking investment priorities to those performance targets.
- A priority list of proposed federally supported projects and strategies to be carried out within each four-year period after the initial adoption of the TIP.
- A financial plan which demonstrates how the TIP can be implemented, indicating resources from public and private sources reasonably expected to be available to carry out the program, and identifying innovative financing techniques to finance projects, programs, and strategies.
- In air quality nonattainment and maintenance areas, the TIP shall give priority to timely implementation of Transportation Control Measures (TCMs) contained in the applicable SIP in accordance with the Environmental Protection Agency's (EPA) transportation conformity regulations.

The FY2024-2027 TIP is anticipated to be adopted by the NFRT&AQPC on September 7, 2023, will become effective upon action by the state.

The FY2024-2027 TIP provides the first four years of programmed projects for the 2050 RTP. **Figure 4-4** shows the location of the projects included in the FY2024-2027 TIP.

Figure 4-4: FY2024-2027 TIP Projects



Legend

- | | | |
|--|--|----------------------|
| — Bike/Ped | ● Charging & Fueling Infrastructure | County Boundary |
| — ITS | ● Interchange | NFRMPO Planning Area |
| — Modify & Reconstruct | ● Intersection Improvements | |
| — Surface Treatment | ● Mobility Hub/PNR | |
| — Transit | ● Modify & Reconstruct | |
| — Widening | | |

July 2023
Sources: CDOT, NFRMPO



Call For Projects

The NFRMPO holds periodic Calls for Projects to award the federal and state funding controlled by the NFRMPO to transportation projects. During the NFRMPO Call for Projects process, member communities have the opportunity to apply for funding from the relevant federal and state funding sources. **Table 4-10** details the Calls for Projects held by the NFRMPO since 2020, including the funding programs awarded and the total amount of funding awarded during the Call.

Table 4-10: NFRMPO Calls for Projects

Call	Funding Programs Awarded	Fiscal Years of Funding Awarded	\$ Funding in Call
2019 MMOF Call for Projects	MMOF	FY2020	\$4,850,008
2021 Call for Projects	CMAQ, STBG, TA	FY2024 & FY2025	\$15,573,628
2022 MMOF Call for Projects	MMOF	FY2022 & FY2023	\$15,557,778
Upcoming:			
2023 Call for Projects	CMAQ, STBG, TA, CRP	FY2026 & FY2027	\$22,745,092

The Call for Projects process is developed in coordination with the TAC, NoCo Bike and Ped Collaborative, Mobility Committees, and local agency staff then approved by the NFRT&AQPC. The NFRMPO staff develops a guidebook relevant to each call which includes the following elements:

- Estimated funding and local match requirements
- Eligible applicants and project types
- Schedule
- Project requirements
- Scoring criteria

Scoring criteria for all funding programs is developed in consideration with federal requirements and NFRMPO priorities. Projects awarded funding in NFRMPO Calls for Projects are required to be in alignment with the relevant RTP, including being located on or directly impacting a regional corridor (RSC, RTC, or RATC). Additionally, projects are required to help the NFRMPO achieve progress to federally required and regionally specific performance measures and targets, as detailed in the **System Performance Report**. Projects awarded funding through the NFRMPO Call for Projects are also programmed into the relevant TIP and STIP following award notifications. Details on past and upcoming NFRMPO Calls for Projects, including guidebooks and awarded projects can found on the [NFRMPO Call for Projects website](#).